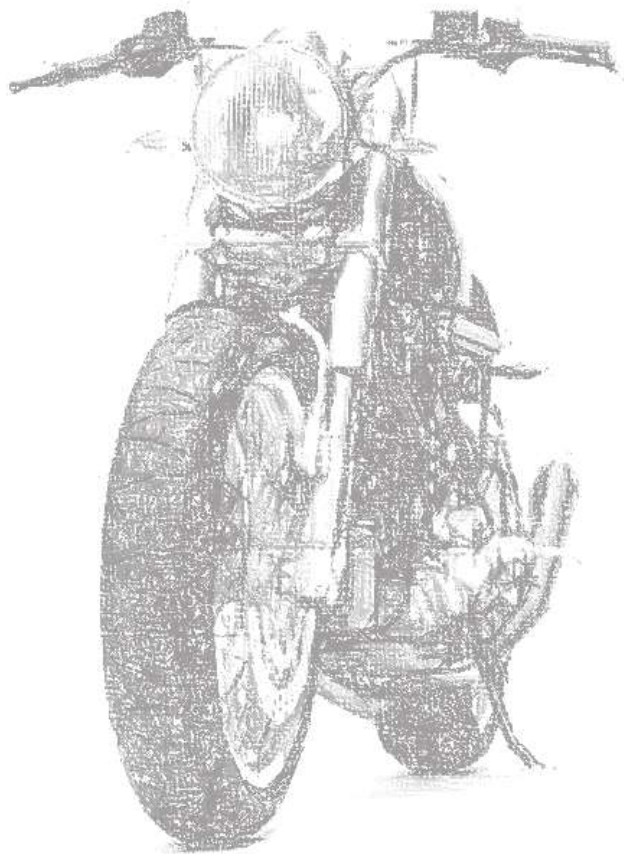


# FOREVER YOUNG

CLASSIC RIDERS CLUB OF GOULBURN INC.

## *Our Magazine*



Winter 2021 Edition

*In this issue*

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Contact  
Dale Towell  
Magazine Editor



## EDITOR'S NOTE

Again, we find ourselves locked down and holding the 'keep away' sign. Our hearts go out to all those who are struggling as a result, or alone. How lucky were we to get our Swap Meet through the muddle life seems to be in right now! Thinking as positively as possible, has to mean looking at what we have rather than what we don't have. As a club we share the knowledge of having a motorcycle not far away, and with all this time to tinker in the shed, I'm guessing they are all in fine condition, ready to go whenever we are set free. With the arrival of Spring weather, that moment will be a happy one for sure.

Meantime, there's not much been happening.

I know many of you have been on a shopping expedition, others have been pulling perfectly good machines apart and reassembling them just for practice. Some have been polishing as if there's no tomorrow – me? I've been sweeping the shed floor ready for each work of art to take a place in line as it waits for a journey out and about, whenever that might be possible.

Stay positive everyone, look after yourselves, travel safe wherever you go and however you get there.

*Dale*

## OUR CLUB

Classic Riders Club Goulburn (CRCG) was born from the idea to form a Motorcycle Club which catered for restorers and riders of old and classic motorcycles. Nurtured by Neil MacDonald and Richard Corbet, this idea very soon blossomed into 'our club'. Neil's under house area became the unofficial workshop for this enterprise and the official launch was on 13 August 1991, with the inaugural meeting held at Goulburn's RSL Club. CRCG commenced 'life' with 23 potential members, and today we have around 135 members and 120 motor cycles on Club Plates. We meet on the second Tuesday of each month at Goulburn Workers' Club, commencing 7.30pm.

New members welcome and information available at : [www.classicridersclubgoulburn.com.au](http://www.classicridersclubgoulburn.com.au)

## CRCG COMMITTEE

### Elected

President	Bruce Tinsley
Vice President	Gary Suddull
Secretary	Dale Towell
Assistant Secretary	Mischelle Lees
Treasurer	Charles Hillier
Public Officer	Ross Gilchrist
Club Captain	Frank Millwood
Events Director	
Magazine Editor	Dale Towell

### Appointed

Publicity Officer	Wayne Adams
Regalia Officer	Ron Barton
Equipment Officer	Wayne Adams
Monument Warden	Celia Suddull
Assistant Monument Warden	Paul Fitzgibbon

### Swap Meet Team

Geoff Bland  
Wayne Adams  
Bruce Tinsley  
Charles Hillier  
Dale Towell

### Rally Director 2021

Dale Towell

### Machine Examiners & Registration Officers

Richard Corbet (Goulburn)  
Chris Parlett (Goulburn)  
Wayne Price (Goulburn)  
John French (Bowral)  
Craig Southwell (Gunning)  
Ron Barton (Yass)

### Club Patron

Vacant

### Life Members

Wayne Adams  
Richard Corbet  
Howard Kneebone  
Ross Gilchrist  
Mischelle Lees

### Website Manager

Secretary

*Full details and contact numbers on website*

# SWAP MEET 2021

## 6 June 2021

It's hard to believe we managed to fit our Swap Meet in this year, but we did. Somehow, this fact makes up for the temperature everyone had to endure .... many are still talking about how close they came to freezing overnight .... but we are happy to report a full survival rate, even with Pete (Cob) Smith's attempts at adding drama to what is usually a simple weekend of motorcycle and parts exchange.

Traditionally, our Swap Meet has been identified as the 'first swap meet for the year' and held in January. When Covid put a halt to our January plan, this title could no longer be a claim unless we were to wait until January 2022 before gathering together. One thing about Covid that could be considered a positive, has been the time people have had to spend at home and the opportunity resulting, for some of those projects to be finished. For motorcycling 'nuts', this has translated into bikes completed, spare parts identified as left over and also those required to finish other tasks – in short, activity in the 'bike cave' has escalated to the point where turnover of some degree or another became necessary. Hence, a hankering for a swap meet and pretty much 'not caring where or when'.

The opportunity to hire Wakefield Park at the beginning of our Winter, was one we couldn't ignore. So, with apologies to all those members and visitors who suffered the Goulburn in June effects, we balance discomfort with thanks for a great weekend which gave so many, the chance to be out and about and surrounded by the bits and pieces that help to increase the heart rate.

Although numbers in attendance were down – as expected – the positives which resulted from our change of venue, made the decision to go ahead with the weekend, the right one.

I think the best way to capture our Swap Meet weekend, is to replicate the report which I presented to our general meeting following that weekend.

It went something like this –

From comments made by participants, it seems our change of venue was very much applauded –

- the sellers had more space, it was cleaner, easier to access,
- buyers found the walk around easier to negotiate, gate access was a more simple process, parking was close to the swap sites, Wakefield café offered greater food choices with seating areas, in addition to our Rotary Services and coffee vans.
- the entire space was ours with no need to negotiate other groups or species or anything else for that matter, unless you count the big decision of which coffee vendor to purchase from.

The weather was a stand out for this time of year – it was the best possible outcome given what might have been the case for a winter's day in Goulburn.

Thank you to absolutely everyone who played a part over the weekend, in getting us from beginning to end.

My list of names is – Geoff Bland, Wayne Adams, Richard Corbet, Wayne Price, Ron Barton, Ross Luff, Charles Hillier, Phil Tetley, Wayne Sainsbury, Mischelle Lees, Allan Lees, Tony Gosling, Howard Kneebone, Mark James, Dave Fletcher, Phill Collins, Greg O'Neill, Gary Suddull, Dave Mead, Bruce Tinsley and John Towell.

To these members, I can't thank you sufficiently well – it is as simple as – if it wasn't for all of you, we would not have had a swap meet, and without a swap meet we don't have an annual ride. More simply, without the support of these good folk who showed up over Friday/Saturday/Sunday, our club would have a meagre amount of funding each year to do what we need to do – there would be no option of supporting local charities, no member benefits enjoyed by all and our club would in a very short time, become extremely uninteresting to the point of

boring and into which continued interest would reach an all time low.

I hope you've all had time to recover from the weekend marathon and that you had some spare moments to enjoy Wakefield.

Everyone outside our club who deserve huge thanks – Wakefield staff, service providers, Goulburn Information Centre, 2GN radio – who by the way, interviewed me on Sunday at a time only part of my brain was functioning, my friend Kels who manages Repco in Wagga and who donated items to be sold at our club stall, my daughter-in-law who sat on our stall whilst I worked at the gate.

.... Thank you also to Jeff Skillen who gifted us with another trophy – something he does every year and which will be presented along with others from years gone by, as runner's up trophies at our next Annual Ride.

We had less numbers than required to operate the entry gate, but I think this is a challenge for every event and for every club or organisation.

There were some aspects of our new location that made entry easier :

- One entry point;
- Distance from town so no 'wanderers';
- Ample turn off and waiting space;
- Back up space available in the car park where we could direct vehicles for waiting prior to the 12.00 midday set up time;
- Ticket office very usable and the area sheltered each side.

Starting in the dark made gate entry a little trickier, but even this challenge was softened by the lovely conversation we were able to have with eager buyers as they made their way into Wakefield Park. We soon discovered that COVID sign in was possible under torch light and in no time at all, the sun came up.

COVID sign in procedures – both Saturday and Sunday - certainly made the gate task longer, but most people were compliant and if nothing else, again, it gave reason for some

good conversation and the chance to see what would be for sale as sellers came through.

Generally, the entire weekend saw happy faces and the usual march of motorcycle parts, as satisfied new owners placed their trophies in the car and then went back to hunt for more.

Certainly, we'd like to return to Wakefield for our next Swap Meet, and we've set our sights on March 2022. Wakefield is compelled to have a quiet weekend at the commencement of each month. Our Swap Meet comes under this title, so we are booked for the weekend of 5/6 March 2022. Sellers in on 5 March and Buyers in on 6 March.

There's no guarantee that Covid will permit this, but we are heading full force with the plan to have next year's Great Southern Swap Meet on Sunday 6 March 2022.

Bookings for our next event were placed at the last one so the paper trail has already begun.

To everyone who thought January was too hot, and to those who thought June was too cold, Goldilocks says 'March is Just Right'. So put the date in your diaries if you would like to join us and keep an eye out for details on our website.

Once again, a huge thank you to all our members who kindly gave time to helping our weekend come to life.

.... And congratulations to those who made a sale or two and to those who managed to find what they had been looking for – large or small.

Thank you also to absolutely everyone who braved the low temperatures and made our swap weekend the success that it was. We hope to see all of you and many more in March next year when we do the whole thing over again.









Yass boys Ronny and Dave at the Swap Meet

I discovered in our Forever Young Magazine dated Summer 2003/2004, this article on the Swap Meet – way back then.

*We utilised the services of the local Apex Club to man the gate, so that our club members were able to participate in the business of swapping in the meeting. Once again the local scout troupe did the catering for the hungry hordes, (the Scouts brought the same quantity of food as last year but sold out and went and restocked twice more during the day).*

*The weather forecast predicted rain but it didn't, instead it got extremely hot, with many sunburn cases getting around.*

*It was a very successful Swap meeting with the usual well travelled parts and the odd gem here and there. Jack Glisson managed to find a complete 1927 two-stroke BSA engine and gearbox for spares or for use in his present project.*

*Barry Graham was still looking for a buyer for his Brough Superior (compared to real-estate prices in Sydney it wasn't that expensive).*

*Once again there is some criticism that parts and bikes are bought and sold on Saturday afternoon (Usually by dealers). 95% of what was traded on Saturday was still available to be purchased on Sunday. (That's how the dealers make their living/hobby).*

*.... just sour grapes because someone heard about that bargain 750 Honda Four being sold for \$450 and they missed it. .... it was still there for sale on Sunday for \$2,500.*

*(It shows that some people don't do any market research before turning up.)*

*The swap meet is a place for people who want to sell and meet with other people who want to buy. All selling is on an individual private basis. The*

*Club Cannot and Will Not police private individuals buying and selling between themselves prior to the 6am gate opening on Sunday. After all, this is a democracy, these individuals have every right to buy and sell what ever is their legal property.*

*In the washup, the Club has covered the insurance cost, advertising costs and Showground Hire costs and have also donated \$1,000 to the Apex club to their nominated charity for their unfailing assistance.*

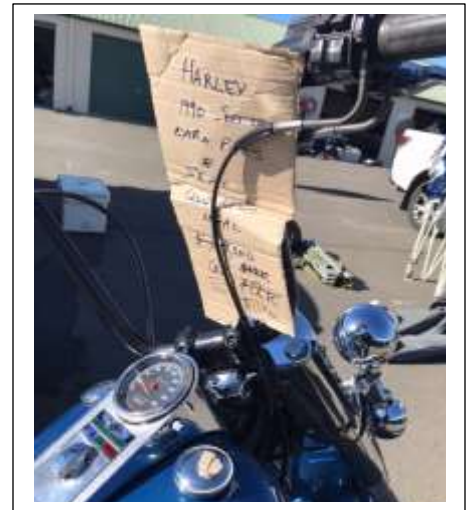
*We have assisted the local scouts in letting them run the catering with the profit from that going to assist with their insurance and running costs which as you all know are huge.*

*This swap meet was unashamedly another huge success.*

\*\*\*\*\*

*To two gentlemen in particular –  
Wayne Adams and Geoff Bland – the  
kindness you showed when Pete (Col)  
Smith fell ill during the Swap Meet.  
- taking him to hospital, the time you spent with  
him during his stay, packing up his stall and so  
much more - makes us proud. ....  
And it just confirms the 'heart' we  
speak of in our motorcycle family.*

*Well done guys!!*



After this year's Swap Meet, there were many enquiries about items for sale. One of them was for this HD and we managed to locate the seller. For every request that we received, sellers and buyers were eventually located and introduced to each other. Thanks to everyone who responded to my questions as I went about trying to work through these calls for detail.

We also had a record number of follow-up emails and phone messages to say 'thank you' for a fabulous weekend. The success of Wakefield was in no doubt and we look forward to March 2022.

## REMEMBERING JIM GLEESON

The passing of Jim Gleeson late last month leaves our club once again heavy of heart, knowing a close friend and riding companion will be absent from regular rides. Jim was very much an active member of Classic Riders events – riding a Douglas 350cc at our last rally.

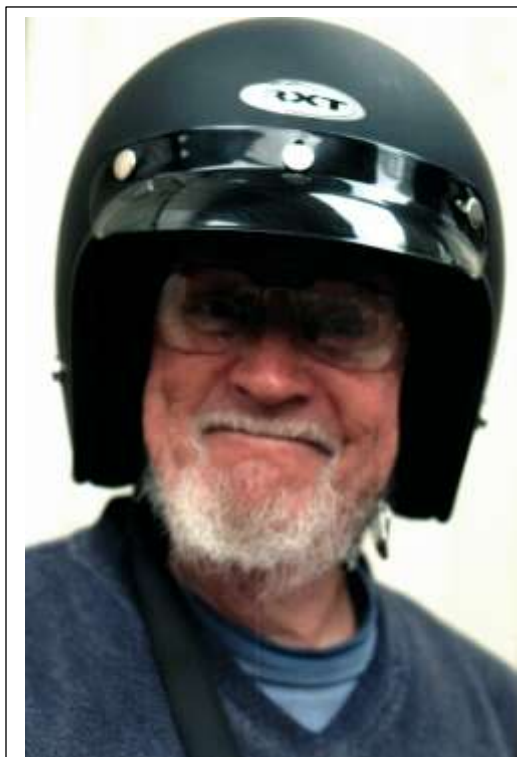
Jim was a boilermaker by trade and in the 90s, worked at Joy Mining in Moss Vale, but his many interests were dominated by his love of motorcycles.

Over the years, of note, was the careful restoration of his BSA Bantam.

To Jim's wife Lauren, daughters Michelle and Cherie and family - we offer our care as they manage life without him.

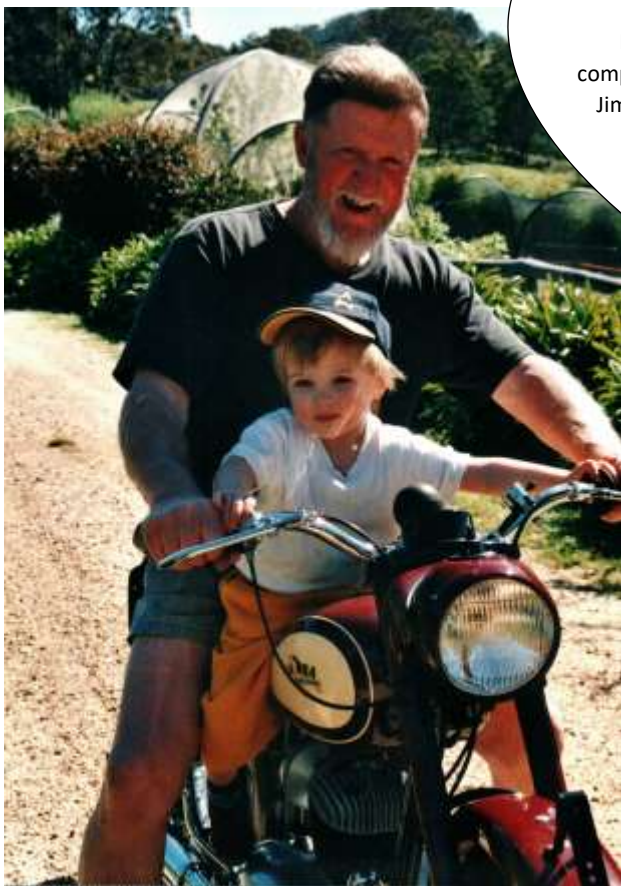
Jim's daughter Michelle said he was deeply disappointed not to be able to attend the Debenham Rally just a few days before he died, and was planning to surprise him by taking him to watch but unfortunately the day was cold and damp and she decided it wasn't wise.

She added, he loved his bikes, and the camaraderie of the club, the swap meets and the rides. His family is planning to finish his current projects and will always treasure his Bantam masterpiece.





Photos  
compliments of  
Jim's family



# ANNUAL GENERAL MEETING

## 10 August 2021

This year's AGM was well attended and lots of fun – too much? – well, there was food and there were free drinks afterwards.

One very important outcome from the evening was a newly appointed Life Membership being presented to Mischelle Lees.

The criteria for Life Membership is specific. As stated in our Club Constitution –

Life membership may be conferred upon a Club member who meets the following criteria: -

- Have made extra-ordinary or special contributions to the Club or have provided outstanding unpaid service;
- Have been a Club member for at least 10 years, consecutive or otherwise;
- Supports and promotes the objects of the Club as outlined in Section 4 of the Club's Constitution.

Nomination of a life member shall be in writing and signed by both the proposer and seconder (both of whom must be full financial members) to reach the Secretary prior to 31 July in any year.

The nomination will be put on the agenda for the following AGM in August.

The President, following any discussion, will put a motion to members present at the AGM to vote on the life membership.

A vote of at least two thirds majority, of members who vote, must be achieved to confer life membership on the nominee.

Heartfelt congratulations to Mischelle for a much deserved honour. Shell now joins Wayne Adams, Richard Corbet, Howard Kneebone and Ross Gilchrist in this prestigious line up.



## So, You think You're Having a Bad Day

(Taken from a Florida Newspaper and printed in our Club Magazine Summer 2001/2002)

A man was working on his Motorcycle on his patio and his wife was in the kitchen. He was racing the engine when it accidentally slipped into gear. The man, still holding onto the handlebars, was dragged through the glass patio doors and along with the motorcycle, dumped onto the floor inside the house.

The wife, hearing the crash, ran into the dining room and found her husband lying on the floor, cut and bleeding, the motorcycle lying next to him and the shattered patio door.

The wife ran to the phone and summoned the ambulance. Because they lived on a fairly large hill, the wife went down the several flights of stairs to the street to escort the paramedics to her husband.

After the ambulance arrived and transported the man to the hospital, the wife uprighted the motorcycle and pushed it outside. Since petrol was spilled on the floor, the wife got some paper towels, blotted up the fuel and threw the towels into the toilet.

The man was treated and released to come home. Upon arriving home he looked at the shattered patio door and the damage to his motorcycle. He became despondent, went to the bathroom, sat down on the toilet, lit up and smoked a cigarette. After finishing the cigarette, he flipped it between his legs into the toilet bowl whilst seated.

The wife, who was in the kitchen, heard the loud explosion and her husband screaming.

She ran into the bathroom and found her husband lying on the floor. His trousers had been blown away and he was suffering burns to his delicate regions.

The wife again ran to the phone to call the ambulance. The same paramedic crew was dispatched and the wife met them at the street.

The paramedics loaded the husband on to the stretcher and began carrying him to the street. While they were going down the stairs to the street, accompanied by the wife, one of the paramedics asked how the husband had burned himself. She told them and the paramedics started to laugh so hard, one of them slipped and tipped the stretcher, dumping the husband out.

He fell down the remaining stairs and broke his arm!

Feeling better now? Not having such a bad day as you thought?

*(Courtesy of Julie Kneebone – Editor at the time of our Magazine)*



## MEMORY LANE

### 80<sup>th</sup> Anniversary Grand Prix MC Rally Goulburn 2004

With the cancellation of our 2021 Annual Ride, that 30<sup>th</sup> Anniversary Event we've been looking so much forward to, it seems like an appropriate time to skip down memory lane to a time when rallies were permitted and the riding of motorcycles was something we 'did' and not just something we 'looked forward to doing soon'.

The 80<sup>th</sup> Anniversary Motorcycle Rally of the First Grand Prix in Australia – held in Goulburn NSW – was held 26-27 June 2004 (incorporating the 90<sup>th</sup> Anniversary of the First TT Race. It was an event open for Veteran, Vintage and Classic Motorcycles, motorcycles of special interest and Modern Motorcycles.

The Rally assembled at Belmore Park on Saturday 25 June 2004. Riders departed at 9.30am, travelled the old 1924 GP circuit from Goulburn-Windellama-Bungonia returned to Goulburn and assembled at the Showground at 1.00pm for a BBQ lunch, judging and static displays. Members of the public were invited to the Showground from lunchtime onwards to view the machines participating and share in the nostalgia of such an historic event.

What needs first mention though, is the volume of work that went into this event. The photos here give some



indication of the massive task, but have a look at the numbers - something like 330 entrants plus 19 late entries. The dinner Saturday evening attracted over 300 people – this included a slide presentation of over 250 pictures relating to historic racing and photos of Goulburn's motorcycling community over 80 years ago up to the last anniversary rally held 10 years ago. Counting all the visitors that came along to enjoy the Saturday Showground display and the Sunday lunchtime wrap-up when 20 of the oldest veteran bikes did a couple of laps at Wakefield .... well, it's easy to lose count of participants and just ask 'how did they manage this?'.

The intention was to celebrate the First Australian Grand Prix which took place on 23 June 1924.

The Grand Prix was a milestone in Australian Motorcycling History. Ten years prior, Goulburn had also hosted the First Australian Tourist Trophy. On a sunlit Autumn day in 1914, riders gathered in a paddock at Yarra, just South of Goulburn, to complete a one hundred mile race on bikes that were no more than motorised pushbikes.

To celebrate these two events, this 2004 rally offered motorcyclists the chance to immerse themselves in the nostalgia of pioneer motorcycling.

Kick off to the event was at the Goulburn Soldiers Club on the Friday night for nibbles and issue of rally packs.

The next day (26 June), entrants could collect their packs from 7.00am at Belmore Park, prior to assembling for briefing and departure. There was a brief stop along Mountain Ash Road for the unveiling of our club's memorial monument. From there, they travelled past the airport to Windellama for hot soup and bonfires, and onwards via the old 1924 GP circuit to Bungonia, returning to Goulburn Showground for a BBQ lunch. ... judging and display.

Saturday evening's presentation dinner was held at the Goulburn Soldiers Club and hosted motorcycling history displays, great food, great company and entertainment.

Camping at the Showground must have been 'memorable', if the comments from campers after our June Swap Meet are any indication.

... In 2004, this whole weekend was riding, outdoors, camping and from

the photographs, sleet rain which looked more like snow as it fell on those near 350 participants.

Sunday's ride left from Belmore Park and took the back roads to Breadalbane, across to Collector (part of the old 1914 TT circuit) for morning tea.

Stopping off at Wakefield on their return to Goulburn, riders enjoyed a BBQ lunch and Veteran or Vintage Bike riders were permitted a track run around Wakefield.

The Rally farewell wrapped up one of the most amazing weekends in the history of Goulburn.

The photographs shared for this magazine, are just a little crumb in a barrel of memories of this rally. As well, is a video of the whole event. This video captures the magnitude of work that went into making everything happen and the polished end result in its presentation is first class.

For every word in print here, there's a page of information to record the events of that weekend. I'm the custodian of this collection for the moment – whilst I'm Club Secretary – and it just seems like the right thing to do, in sharing it with all of our members. Many of whom were there, and who worked with the strength of Hercules to get the job done. I've heard people say 'I just needed a rest from the front line of club responsibilities' – gosh, I'd need a little lie down after processing 350 rally entrants for sure.

It's also a reminder that Classic Riders is indeed, a wonderful club to be associated with and a wonderful club from the viewpoint of our local community.

In our Spring Issue I'll be drawing back to this event with a special feature on the 'birth' of our Club Memorial. It was unveiled at this 80<sup>th</sup> Anniversary Grand Prix Rally and deserves its own space and its own

accolade. For now, thank you to absolutely everyone who had anything to do with this – from deciding it should happen to making it a reality. The video exposes those deserving of appreciation, but to start naming anyone from all those years ago, would risk leaving too many unmentioned. It's a matter of 'knowing you were there and knowing you made a difference'. Howard and Julie Kneebone were the launching power – and the members who fueled the rocket? So many.

Our talent and skills base within the club is outstanding, and we might be in a health-imposed lull right now, but when those motorcycles start up again and roll out through the shed door, it's going to be a rumble like nothing heard for quite some time.

Enjoy these photographs and the journey they take you down memory lane. If we can't have our scheduled events, then we'll return to the days when we could.

## TOWN TALK

In the City of Roses



**T**HE days of ACT prisoners coming to Goulburn Correctional Centre appear to be numbered with the decision this week by the ACT Stanhope government to locate its own jail at Hume adjacent to the Queanbeyan suburb of Jerrabomberra.

GOULBURN'S Big Merino has appeared in a special video clip commemorating the Australian scene. The clip will appear on Prime Television in the coming weeks.

WHILE Goulburn has a number of garden clubs and other special interest plant groups, Julie Payne, zone coordinator for Garden Clubs of Australia Southern Highlands Zone feels there is room for another Garden Club.

She is convening a meeting at 10am on Wednesday February 4 at 8 Dandabomb Cres, Bradfordville and is inviting anyone interested in forming or joining a garden club to attend.

THE *Goulburn Post* reporter who covered Michael Diamond's court hearing on Tuesday, made note of a number of sly comments thrown in by QC, and former television Media Watch presenter, Stuart Littlemore.

"We're not going to suggest the shotgun is not a firearm," said Littlemore early in the proceedings with a sly smile. "I haven't pulled anyone's hair since I was in kindergarten."

And the barrister's comment of the day, which really seemed to tick the police prosecution, was: "People never see exactly the same thing at the same event unless they are police officers".

CONGRATULATIONS to the community of Taralga which again hosted a successful rodeo event on Australia Day. The committee of 30 was overwhelmed by the support of every person in the town.

## NEWS

# 80th anniversary takes shape

By LOUISE THROWER



• **MOTORCYCLE BUFFS:** Plans are well underway to celebrate the 80th anniversary of the Australian Motorcycle Grand Prix held in Goulburn in June, 1924. One of the organisers, Howard Kneebone, presented a specially made framed poster to Wakefield Park part owner/manager, Garry Wilmington on Wednesday. In the background are motorcycle enthusiasts Michael Heath, Bert Heath, Tom Rowlett and Geoff Bland.



• **LEFT: BEST MATES:** Tommy Benstead and Claude Saintry raced in the 1920 Tourist Trophy event and in the 1924 Motorcycle Grand Prix held around Goulburn.

AMID a cold westerly wind and the temperature below zero, 63 avid motorcyclists rugged up to contest the first Australian Motorcycle Grand Prix held in Goulburn in 1924.

The event was the culmination of hard lobbying of Shire councillors and the enthusiasm of Goulburn Motorcycle club member, Stan Moran, who pressed for Goulburn as the location. The circuit was four laps of the triangle from Goulburn to Windellama, over to Bungonia and back to Goulburn - a total of 208 miles.

On June 26 and 27 this year, the combined motor cycle clubs of Goulburn will celebrate the 80th anniversary of that Grand Prix, when Dave Brewster crossed the line first on his Indian Chief. He was barely recognisable from layers of clothing to keep out the cold, according to an account in Wayne Adams' book, *The Racing Boys*.

President of the Ulysses and Classic Riders clubs, Howard Kneebone said these groups and the Goulburn Motor Cycle and Highland Riders Clubs were organising the event.

"The Classic Riders Club has held five and 10 year anniversaries of the Grand Prix but decided to make the 80th anniversary a significant event," Mr Kneebone said.

Goulburn Tourism was supporting the anniversary, expected to attract more than 350 veteran motor cycles. It has also been advertised in motor cycle magazines and invitations issued to clubs Statewide. A keen motorcyclist himself, Mr Kneebone will ride a veteran cycle on both days.

A display of some participating bikes will be held at the Goulburn showground on Saturday afternoon and a dinner for up to 500 people at the Goulburn Soldiers' Club that evening.

Mullwaree Shire Council has donated land and offered to do earthworks for a monument commemorating the Grand Prix at the corner of Windellama Rd and Bungonia Rd. Goulburn City Council's landscape planner, Jack Miller, is drafting architectural plans for the monument.

On Sunday, June 27, a rally will retrace the original Goulburn Tourist Trophy race circuit from Goulburn-Breadalbane-Collector-Goulburn. The ride will finish at Wakefield Park where participants will complete a few laps, coinciding with an All British Day at the race track.

"Not too many people are aware that the first Grand Prix was held in Goulburn," Mr Kneebone said.

There was a suitable circuit here and the Goulburn Motor Cycle Club had the foresight to run the event. Organisers hope to attract everything from 1905 Veteran motorcycles to modern day models and of course, a fine sunny day free of arctic winds will be in order.









# MOTORCYCLING IN OUR COVID WORLD

With all the changes taking place right now, the restrictions, confusion and feeling of unease, trepidation, one reliable fact is that riding on a motorcycle pretty much satisfies all the requirements set so far.

- ✓ Your face is covered – mask
- ✓ You are a sufficient distance from the next rider – socially acceptable
- ✓ You are exercising - permitted
- ✓ You are not dancing, hugging or shaking hands – acceptable
- ✓ You can sing, but no one would know – reasonable compromise
- ✓ You are outside – minimal chance of transmission

All that said, I'm sure there would be someone able to provide a contrary argument. To be helpful, I've researched official advice on the subject and here's what I found. Each is dated so you can follow the progress of time.

Good luck making sense of it all.

## 25 April 2020

We're currently living through a very strange time. The COVID-19 (coronavirus) pandemic has resulted in unprecedented changes to the way we live our lives.

The good news for Australians, is that the curve is beginning to flatten, which is the first step towards getting our lives back on track.

In the meantime, however, we need to follow government and health advice to help stop the spread. This means staying home as much as possible and only venturing out for essential tasks.

But for us two-wheel enthusiasts, there is one big question – can we ride our motorcycles? It is a murky

question, with very vague answers. Each state has its own guidelines and regulations in place during the COVID-19 crisis, so getting a clear answer is difficult.

Based on each State's restrictions, here is what we can gather, although, be aware that it is a fluid situation and rules and restrictions change daily.

The regulations in New South Wales are much the same as Victoria. You can only leave home for one of the given valid reasons. These are to:

- Work (where you can't work remotely)
- Attend school or an educational institution
- Shop for food and essential services
- Get medical care or supplies
- Exercise.

The Premier of NSW stated on April 27 that motorcycling is a form of exercise.

Recreational motorcycle facilities are now closed, as are camping grounds and caravan parks.

If your job involves riding a motorcycle, then it is acceptable.

## 28 April 2020

Riding a motorbike is deemed essential in New South Wales as it's classified as exercise, and therefore permitted under the state's COVID-19 restrictions.

Premier Gladys Berejiklian was questioned about the activity on Tuesday but stood by the advice she had received.

"I got advice yesterday and police have determined that so long as you literally just ride the motorcycle, it is exercise," she said.

## 17 June 2020

### **Safe motorcycle riding after COVID-19 lockdown**

With the relaxing of the lockdown laws, it's time to get ready for safe

motorcycle riding to blow off the cobwebs on both man and machine.

If you haven't ridden for a while and to make a safe return to the road, it's wise to familiarise yourself with your bike, your gear and rebuild your riding skills and confidence.

**First things first**, check your motorcycle registration is still current. In the hectic past couple of months, you may have overlooked renewing it. The fines for riding an unregistered vehicle are hefty!

### **Before you head out, complete a safety check of your motorcycle**

You should always perform a safety check of your bike before returning to riding. At the very least, you should check these items:

- Lights: check all the lights including headlights, tail light, brake light and indicators
- Horn: check it is working
- Controls: You should adjust the controls so you can easily and comfortably reach them
- Petrol: Petrol can break down quickly and clog up injectors and jets, your first ride should include getting a tank full of fresh fuel.
- Tyres: Your tyres can deflate and crack while in storage, so check them over well and make sure they are properly inflated.
- Fluids: Check the oil, coolant and brake fluids to make sure they are at proper levels. A quick check of the ground around your bike will highlight any leaks. If you find leaks, try to track down the source before starting the bike.
- Chain: If your bike is chain driven, make sure the chain is properly lubricated and doesn't have any tight spots or excessive wear. Also, look for worn sprockets and make sure the chain tension is adjusted to manufacturer specifications.
- Suspension: Rust can build up on suspension components during storage

leading to premature failure of seals. Look for light rust or tarnishing on the fork tubes and the rear shock shaft. Any rust build up, can usually be removed with steel wool.

- **Partially Completed Projects:** Before or during the lockdown, did you start but not finish, any bike projects? You can easily forget about these projects after months have passed by. Give the bike a thorough once over to make sure there aren't any loose bolts or clamps that could give you trouble on your first ride.

You're almost ready for your first ride!

Assuming you've inspected your motorcycle and prepared it for the first ride, then you're probably eager to get out on the road.

Here are a few more things to keep in mind for safe motorcycle riding, before you rush off on your first ride in months.

**Full Riding Gear:** So you think the bike's ready and you want to go around the block for a quick test ride? Don't be lazy – put on **all** your safety riding gear. Crashes can easily happen on that first test ride when the bike's condition is still iffy, so make sure you are fully protected. When you're ready to go for a longer ride, take along your cold weather gear as it is probably colder now than when you last rode.

If it's been a while since you have bought new safety gear, you should consider updating it. Not only is it law, but advancements in materials and construction methods mean that new gear may provide better protection. Check the new **Motorcycle Clothing Assessment Program (MotoCAP)** to assess your protective clothing for safety and comfort.

**Brakes:** check the brakes are working correctly, don't find out the hard way.

Start your engine for safe motorcycle riding

It's great to be riding again and it may feel like you haven't missed a beat, but your skills are not going to be as good as they were when you last rode. Your reaction speed and timing can be a little off and corners can sneak up on you unexpectedly.

Start out at a nice easy pace and slowly blow off the cobwebs. The first ride isn't the time to be pushing your limits. A crash now could easily end your riding season before its even begun.

**Stay Connected:** Sure, your bike may have seemed fine while it was running in the garage, but there could be some hidden issues that develop further down the road. You may just be planning a short shakedown ride, but don't forget to carry a mobile phone or GPS Messaging Device that will allow you to call for help and avoid being stranded should you encounter mechanical problems.

**Unpredictable Road Conditions:** The roads that you used to ride and knew will be different. Road conditions may have changed since you last rode. There may be new road surfaces, or on lesser used roads the surface could have degenerated. With reduced traffic over the last few months, debris, gravel or moss may have built up where you're not expecting.

Take each bend and road with caution, stay alert to avoid logging your first crash since returning to riding.

**Ride Defensively:** You need to be aware that other motorists may not have driven for a while and may have forgotten they share the road with you. You need to be on the lookout for cars straying into your lane and turning in front of you. It's your life on the line, so take responsibility and assume they don't see you — always ride defensively.

**Braking:** once your skills and confidence are up, practise some emergency braking so you know you can do it. Hopefully, the need won't arise.

Remember to continue your social distancing and hand hygiene, if you stop along the way.

Let's enjoy our rides and adventures, at the same time as staying safe. Have fun!

22 August 2021

Advice for stay at home areas.

**Which local government areas are classified as a stay at home area?**

Currently, all areas of NSW are classified as a stay at home area, with the exception of the 'areas of concern' listed.

**Can I take part in exercise or outdoor recreation if I live in a stay at home area?**

Under the Public Health Order, undertaking exercise and outdoor recreation activities is a reasonable excuse to leave your home.

Outdoor public gatherings (including exercise and outdoor recreation) are limited to two people (or members of the same household);

Certain premises are also required to be closed to members of the public, including registered clubs and indoor recreational facilities.

**How far can I travel to take part in exercise or outdoor recreation if I live in a stay at home area?**

People must stay in their Local Government Area **OR** within 5kms of home for exercise and outdoor recreation, with no carpooling between non-household members.

**Do I need to wear a face mask while undertaking exercise or outdoor recreation if I live in a stay at home area?**

People who live in a stay at home area are permitted to remove their face mask when undertaking exercise.

*(Advice compliments of online research)*

Now we've got that all sorted, what's left to do is wait patiently until we are able to shake the dust off our motorcycles and head off into the distance – hopefully further than 5kms from home. Certainly, all safe and well, after our confined to barracks status travels the required course.

It's interesting that mixed in through all the doubt about what to do right now, there's some 'expert' advice on motorcycling practice. So, watch those corners sneaking up on you and start out at a nice pace – really? After release from lockdown, this doesn't seem likely. Same for the suggestion that some may have projects started before lockdown that might not yet be finished. Are they serious!

I did relate to the line – *getting a clear answer is difficult.*

For the moment, I can report with confidence – because my husband John told me – that all the motorcycles at our place are serviced, charged up, detailed and ready for their next outing.



Here's our official Covid ready photograph - for this week at least.



.... AND

My very helpful suggestion for our next motorcycle purchase



This seemed like a good idea at the time.



Years later, this seemed like a better idea. →



Sunday ride style - this was the best idea. →



← Then came the Covid ride - exercise, family picnic, walking the dog - option.

# 'THE JAWA THAT STAYED'

## Article from Forever Young Winter 2000 Magazine

In the Winter of 2000, the Forever Young Magazine Editor was John Marquette. Looking through some archived mags recently delivered by Julie & Howard Kneebone, I found something of interest and very much relevant to 'now' because Howard and his Jawa are still together, often seen at club events. Thank you Howard for permitting this reprint of your year 2000 story.

'Not many people still own the first motorcycle they ever purchased.

The second motorcycle I'd ever ridden belonged to a friend of mine from Narrandera, John Horan. As John needed some money to purchase a BSA 600 side valve, he sold me his 1950 Jawa 250 (2 stroke) for \$20. This was a big expense for a 13 year old in 1968. Luckily, Mum and Dad after much discussion, lent me the money and thought it was a strange but harmless hobby.

John had been the second ever owner of the Jawa. He'd bought the bike from the local school bus driver whose sons had run it on straight super petrol and seized the engine in the mid 1950s. The Jawa sat in a shed for over ten years until John rescued it, repaired the engine and sold it to me after several months of John and I tearing up his parents' backyard.

I paddock bashed the bike for a few years on Shane Brown's farm where it was garaged. Most weekends and occasionally after school, I would pedal my old push bike 8 kms to Shane's place with a fuel can strapped to the carry rack

There was no shortage of friends to accompany me on rides around the back tracks along the Murrumbidgee River, through the Commons and Travelling Stock reserves. They would sit on the back parcel rack as there was no pillion seat.

One memorable occasion was with Robert Sjollema – who was later my best man at my wedding in 1978. Robert was heavy, making the back wheel drag on the mudguard. We were 15 kms from Shane's place when we burnt the clutch out.

We spent the rest of a Saturday afternoon pushing, steering and jogging with the Jawa, back to Shane's homestead. It's a wonder Robert was still my friend after this day. In 1972, the day I turned 16 years and 9 months old, I got my L-plates and registered the Jawa within the week. I borrowed Chook O'Rourke's Suzuki Poncho to pass my L-test.

Most of my friends in school at that time had Honda step-throughs and 90cc Suzuki Ponchos, so I proudly had the biggest capacity motorbike at school.

After several months of legal riding, the Jawa was spotted by an enthusiast from Canberra who badly wanted to buy it as he had a Jawa in pieces and needed spare parts. After much discussion he came to the conclusion that I wasn't about to sell mine, so I ended up buying his for \$20. It was basically a wheel short of a complete bike.

A short time later, the crankshaft seized, so I went the spare that I'd purchased. Several months later, this also seized – Jawa's can't handle teenage boys on an open road with a full throttle. The poor bike was mothballed for about ten years.

In the meantime, I left home, pursued a career in Engineering with BHP Port Kembla, got married and did some travelling.

A series of bikes and cars came and went but the Jawa stayed on. The years of necessary maintenance on the old Jawa probably influenced my career choice of Engineering.

In 1982, after returning to Australia from several years in Papua New Guinea, with my wife Julie, we spent a short stint working in Sydney. Whilst in Sydney I found a Jawa crankshaft from Allparts for \$10. With keen enthusiasm, the old Jawa was resurrected from its old crate and some intense restoration began. Parts were re-chromed, repainted, glass

beaded, bearings replaced and new mufflers handmade.

The bike was reassembled in 1983 back to riding chassis.

In 1984 whilst in Europe for six months, we travelled behind the Iron Curtain and discovered everyone knew of Jawas as they were a Czechoslovakian bike. We managed to pick up some brand new parts including a regulator, switches, carburettor, rubber handgrips and foot pegs, gear lever, headlight and speedo cable. I was rapt!

However, family and work commitments delayed the completion of the Jawa until this year (2000). In the last 17 years, the bike came with us in its crate whilst we moved house and followed work with various construction firms. It went from Sydney, Maitland, Singleton, Victoria (containerised for six months), Wollongong, Queanbeyan, Berridale, Gosford, Crookwell and finally Middle Arm Road Goulburn in 1990.

The Jawa sat in the shed for a while, waiting for the day I could pay it some attention again. Every now and then I would start it up to cook the wasps that nested in the fins.

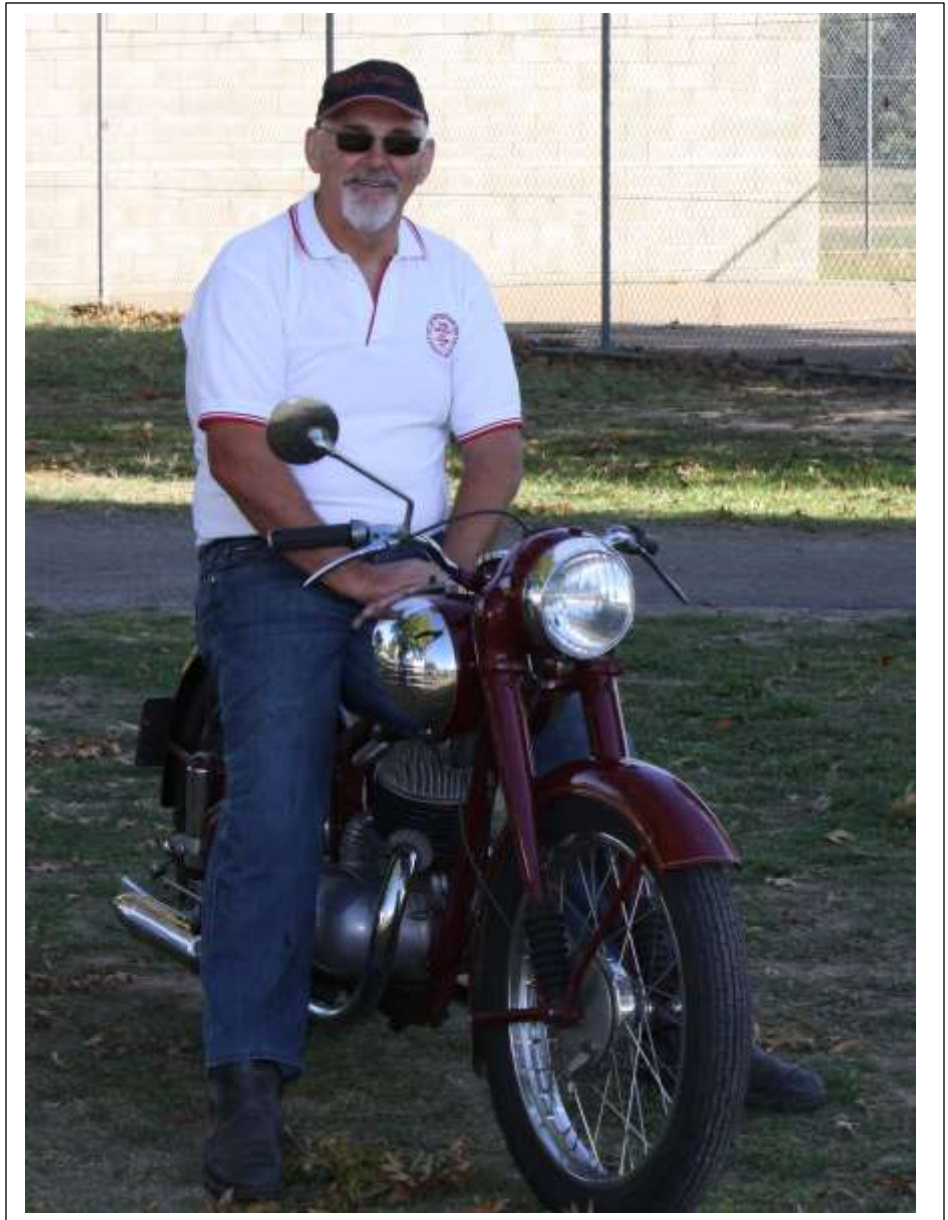
After much nagging from my wife I finally made a commitment to restore the bike this year. About a month ago and not long after this momentous decision, I spotted another 1950 Jawa 250, advertised in Melbourne. The photo in the magazine showed it to be in very good condition. A quick trip to the bank, some fast decision making and a trip to Melbourne did not leave me disappointed. I now own the better part of three near complete Jawas.

The bike recently purchased was owned by Tom Patterson, a well known Speedway rider of Jawas in his earlier years. He is now in his eighties. When the Jawa dealership closed some years ago in Melbourne, Tom apparently picked up all the Jawa spare parts from his mate who owned it. Tom has given me a box of spares as well as the owner's manual and the dealer's spare parts catalogue for a Jawa 250.

The bike I have just recently registered is a combination of the best pieces from all three bikes. I plan to build

another bike for my wife. Hopefully, we'll both ride our Jawas in the Classic Ride in Goulburn later this year. Now, I've really committed myself. Wish Me Luck!

.... And from this story we find ourselves more acquainted with Howard's Jawa collection. .... Photographed on the right, at the Gunning Tiddler Rally in April 2019.



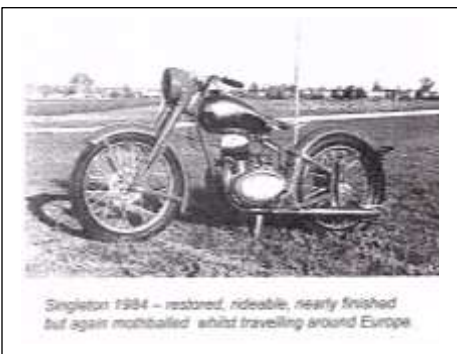
*Narrandera  
1972 just prior  
to registering  
the Jawa.*



*The JAWA in Wollongong 1978*



*Sydney 1982 – Some serious restoration*



*Singleton 1984 – restored, rideable, nearly finished  
but again mothballed whilst travelling around Europe*



## MORE FROM THE EDITOR

I hope you like this season's magazine. With not a lot happening, content would have been a challenge – except for the generosity of Mischelle Lees, Wayne Adams, Julie and Howard Kneebone, who delivered their collection of much cared for club archives into my hands, without which I wouldn't have been able to offer this to you.

I surprised myself in fact, at how much I learned and how much better I now understand our club as an entity over so many years. I watched the video prepared of the 80<sup>th</sup> Anniversary Grand Prix MC Rally. .... Amazed at the task – the preparation, cooperation, hours of ground work, reams of paperwork and how members came together on a morning of abysmal weather – all the while smiling and with an end result which can only be described as spectacular. To note, everyone remained safe and well.

Whilst watching the video, I had taken my eye off the screen when I heard my Braidwood neighbour Audrey Cleary's voice .... and there on the TV was Aud tucked away in the side car of her husband Stan's AJS Outfit. She was relaying the same story I had often heard over morning tea or lunch at Braidwood. She had said it was warm in the sidecar and taking off her helmet, gloves and every other necessary item was too hard, so she kept talking from behind her 'veil'. She then went into detail of how Stan built the outfit himself. Many times, she happily shared that story with us, so proud of Stan's talent. There they were in June 2004 which was just three months before we moved in next door to them, and we became life long friends.

It was this, and seeing so many club members we know, all together before we had met, that made browsing through those archives such a lovely and unexpected bonus.

.... And items like the note on the Swap Meet held Summer 2003/2004 with the on-point answer to critics of those who traded goods on the Saturday rather than wait until the

Sunday. The Club Committee for that time included – Howard Kneebone, Wayne Price, Ross Luff, Romona Price, Julie Kneebone, Doug Burrows, Richard Corbet, Wayne Price, Rob Temple, Barry Reid, Jack Glisson, Don Anable and Patron Kevin Tully.

It seems like a good time for us to show appreciation to each member who, over the years, has given of themselves to provide what we now look back on as wonderful memories.

They are hidden gems and we value these gems, although at times we may omit to acknowledge them.

### A big big thank you!!



Stan Cleary's 1938 AJS Outfit – one of the bikes which participated in the 2004 Grand Prix



## CRCG 30<sup>TH</sup> ANNUAL RIDE 2021

### Cancelled

As difficult as it is to grasp the fact that we won't be able to hold our Annual Ride now for the second year running, the decision to cancel was easy, knowing the cancellation was based on our best member/visitor care.

Struggling along with a half-baked result would not only have wasted organising time, but may have placed lives in danger.

So, we put our 30<sup>th</sup> celebration on hold with the promise of a plan of some sort if the situation allows. The staff at Bungendore Pre-School and Taralga Public School have expressed their disappointment at not being able to host our morning tea function ... but they have reserved time in their diaries for our 2022 Annual Ride.

We are also chugging along with our plans to have a polo shirt to commemorate our 30<sup>th</sup> year of existence and the wine organised is a 'done deal' to help toast this milestone. We just need to find a space in time to pop the corks and model our shirts.

Thanks to Ross Gilchrist, we will also have a badge.

There will be more about all this as the weeks go by and also, fingers crossed, some news on where we might ride for a special day which will help compensate for not having our annual ride.

\*\*\*\*\*

# Classic Riders Club of Goulburn



## 30th Annual Classic Ride

Friday 22nd October 2021

9.00am meet and greet

10.00am presentations

2021

**CANCELLED**  
WITH THE PROMISE OF AN OUTING JUST AS SOON AS WE ARE  
ALL PERMITTED TO GATHER AGAIN - KEEP CHECKING OUR  
WEBSITE FOR WHAT MIGHT BE PLANNED.



All makes and year models of motorcycle welcome for our Annual Ride.

The chance to win –

- Best pre 1931
- Best 1931 – 1940
- Best 1941 – 1950
- Best 1951 – 1960
- Best 1961 – 1970
- Best 1971 – 1980
- Best 1981 - 1991
- Modern – post 1991
- British
- European



Members of the Classic Riders Club of Goulburn extend an invitation to participants in this year's Annual Ride. To everyone who joined us in previous years, we hope to see you again ... and to those of you who are considering coming for the very first time, we would love the opportunity to meet you.

Anniversaries will be runner-up prizes in selected categories this year.

*All motorcycles must be ridden*

Questions to the Rally Director – Dale on 0422 367 011

# **HAPPY FATHERS' DAY**

**TO ALL THE DAD'S OUT  
THERE**

**Hope you receive everything  
you wish for -**



## WHAT'S ON

### The Newcastle District Vintage & Classic Car Club Inc. will be hosting the next 'Bush Council' Rally.

Venue will be in the lower Hunter region at Singleton utilising the facilities of the Singleton Showground and Singleton Diggers Bowling Club.

The dates for the rally have been set for Friday 1 April, Saturday 2 April and Sunday 3 April, with a farewell breakfast on Monday 4 April 2022.

Organisers hope to have an official Notification and Registration Form available for use by the end of October 2021 at the latest.

Their intention is to cap the Rally Registration at under \$100 and include morning tea cuppa and cake for all three days, BBQ dinner Saturday Night as well as Monday morning's farewell breakfast, both at the Singleton Show ground, and of course a rally bag including the official Rally Badge.

Sunday Evening's Presentation Dinner, a two-course meal not included in the registration fee, should come in at approximately \$40 per head.

Entries will be capped at 140 registrations due to the limited space available at the convention venues.

Accommodation venues in Singleton, are listed below. They advise they are able to cater for needs over the course of the Rally, however we would suggest that members interested in attending next year's rally, book early to secure a room. Suggest this should be done by say end of September 2021.

All motels advise that they have discounted rates available for group bookings. Please mention when booking that you are part of the CHMC Rally Group.

### Motels

Charbonnier Motor Inn Approx 50 rooms available -  
44 Maitland Road Singleton NSW 2333  
Ph. (02) 65722333

Email [charbonnier@bigpond.com](mailto:charbonnier@bigpond.com)  
Web  
site <https://charbonnier.com.au>

Country Motor Inn Approx 49 rooms available -  
81 George Street Singleton NSW 2333  
Ph. (02) 65722388

Email [info@countrymotorinn.com.au](mailto:info@countrymotorinn.com.au)  
u  
Web  
site <https://countrymotorinn.com.au>

Benjamin Singleton Motel Approx 10 rooms available -  
24 George Street Singleton NSW 2333 Ph. (02) 65722922

Email [singletonmotel@gmail.com](mailto:singletonmotel@gmail.com)  
Web  
site [www.hunterbenjamin.com](http://www.hunterbenjamin.com)

Francis Phillip Motor Inn Approx 40 rooms available -  
18 Maitland Road Singleton NSW 2333 Ph. (02) 65711991

Email [stay@francisphillip.net.au](mailto:stay@francisphillip.net.au)  
Web  
site [www.francisphillip.com.au](http://www.francisphillip.com.au)

Mid-City Motor Inn Approx 43 Rooms/incl Apts available -  
180 John Street Singleton NSW 2333 Ph. (02) 65722011

Email [info@midcitymotels.com](mailto:info@midcitymotels.com)  
Web  
site [www.midcitysingleton.com.au](http://www.midcitysingleton.com.au)

Whilst in Singleton we are looking to keep you all occupied with some in house rallies that may include visits to the Singleton Military and Historical Society Museums, Hunter Vineyards and Gardens, and possibly tours of local Water resources and/or tours through the lower Hunter rural landscapes. We aim to keep you amused.



FOR SALE

# TRAILER TO CARRY MOTORBIKES

WIDE ENOUGH TO ACCOMMODATE AN OUTFIT

**FREE** FOR ANYONE INTERESTED

Also a Box Trailer same deal, same address

LIVES IN YASS, NOT REGISTERED, WILL REQUIRE TO BE PICKED UP IF PURCHASED

PLEASE CALL DAVE ON 0407 917 510



Advice from our friends at Coota is that the rally is at this stage going ahead and a final decision will be made in October when there's been more time to consider the Covid restrictions. There are sufficient applications in to make it all happen, so please continue to enter if you would like to – full money return will be given if cancellation is the end result.

# COOTAMUNDRA RALLY

Saturday 20 November

## Cootamundra Antique Motor Club

### "99 Not Out Motor Bike Run"

#### Information Sheet

The "99 Not Out Motor Bike Run" to be held on Saturday 20 November 2021 will be approximately 150 kms on sealed roads mostly through country areas with some hills. Check in time will be 7.15am to 8.15am at Cootamundra Show Ground with the start time at 8.30am for vintage bikes (built to 31 December, 1930) and pre 31 December 1947 entrants starting at 8.45am.

All entrants and visitors will be required to sign in under the COVID safe regulations.

The run will have vested officials approximately 100 metres before each corner. Back up trailers will follow the ride and fuel will be available at Murrumburrah and Young. Morning tea is at Harden Showground and lunch at Young Racecourse (approx. 7kms from town).

In the case of a breakdown, it is the responsibility of the rider to secure their bike on a trailer. Back up vehicles will assist where possible, however due to time constraints the backup vehicle will have 10 minutes to get the stranded motorcycle underway. Failing that, the entrant can either load their motorcycle on the backup trailer or make their own transportation arrangements.

The booking and payment for accommodation is the responsibility of the entrant.

Dinner on Saturday evening will be at the Cootamundra Services Club starting at 7.00pm with the bar opening at 6.30pm. A courtesy bus will be available.

Details of a Sunday morning social run will made available at the dinner on Saturday evening

#### Accommodation Details at Cootamundra

Bradman Motor Inn	02 6942 2288
Cootamundra Gardens Motel	02 6942 6656 (mob 0406 667 225)
Cootamundra Heritage Motel	1300 130 172
Southern Comfort Motel	02 6942 3366
Wattle Tree Motel	02 6942 3177
Rusty Table B &B	02 6942 2769
Woodies Cottage	Contact Ann on 0419 234 417 or 0439 990 024
Cootamundra Caravan Park	02 6942 1080
Cootamundra Show Ground (Camping)	1300 059 689
Central Hotel	02 69421346



# Cootamundra Antique Motor Club "99 NOT OUT Motor Bike Run" 20 November, 2021

Eligible Bikes are to be manufactured pre 31 December, 1947

**Entrants Application Form - entries close 11 October, 2021 (no late entries)**

Entrant's Name ..... Tel. no .....

Residential Address: .....

Passenger Name (pillion/sidecar) .....

Club Name and Email Address .....

Emergency Contact Details .....

**Details of Machine Entered (NB Must be pre 31 December, 1947)**

Motorcycle Make	Model/Year	Capacity	Solo/Outfit	Regist.no	State

**Please confirm that you hold current insurance and registration ( tick box ) :**

Full Road Registration :  Historic Registration:

**Fees:**

	<b>Cost</b>	<b>No</b>	<b>Total</b>	
Entry Fee (per motorcycle)	-	-	\$ 25.00	
Morning Tea (per person)	\$ 10		\$	
Lunch (per person)	\$ 20		\$	
Dinner Sat Night (per person) *	\$ 32		\$	*Please advise any dietary requirements Size: Small, Medium, Large or X Large
Polo Shirt "99 Not Out"	\$ 35		\$	
	<b>Total Payable</b>		\$	

**Payment:** by Cheque payable to "Cootamundra Antique Motor Club" PO Box 27, Cootamundra. NSW. 2590  
or by EFT to Commonwealth Bank, Cootamundra : **BSB 062 526 Account No 1015 7161**  
(please identify your payment with your name and/or registration number).

**Indemnity Statement:**

- 1) I undertake not to hold the Cootamundra Antique Motor Club (CAMC) or any of its representatives, affiliated organisations or sponsors responsible for any damage or theft of machinery or possessions, or bodily injury sustained during the event.
- 2) I declare that I am the holder of a current motorcycle licence and that the motorcycle that I shall be riding in this event is roadworthy and registered.
- 3) I understand that the event organisers reserve the right to prevent motorcycles not complying with the above conditions from entering and participating in the event.
- 4) I will be responsible for securing my motorcycle on the backup trailer if a breakdown occurs and acknowledge the backup trailer will provide assistance for a maximum period of 10 minutes.

Signature ..... Date .....

**Return Form to event coordinator:** John Simpfendorfer PO Box 27 Cootamundra NSW 2590  
or email to: [jmsimpf@bigpond.com](mailto:jmsimpf@bigpond.com)

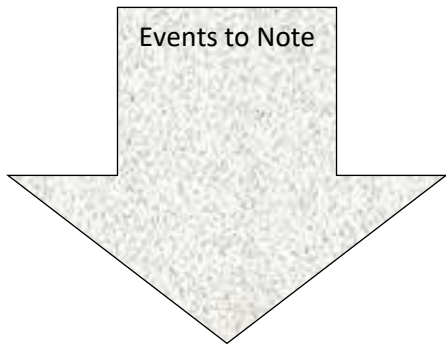
**Please Refer to the attached information sheet for Run details**

Space available 'here' for more business notices – let us advertise your business.



Complimentary to members of CRCG.

Events to Note



## SUNDAY RIDES REMAINING FOR 2021

**SUSPENDED UNTIL FURTHER NOTICE**

All Historic Racing

September - Captains Flat

October 3 - Tara River

October 17 - Windella

October 23 & 24 - CRCG A

November 14 - Taralga

November 28 - Bungonia, Tallong, Fitzroy Falls

December 5 - CRCG Christmas lunch

December 19 - Open Ride - decide on the day

# BUSINESS REGISTER

*A listing of business contacts within our Club  
Please give your details to Dale if you would like your business added*

## MJM Custom Motorbike Seats

Mick McCarthy  
02 4821 6166

[Motorbike seats/upholstery](#)

## Can Assist Goulburn & District

Ian McMurdo  
0419 147 099

[Cancer Assistance Network](#)

## Wombermere B&B Goulburn

Leon Williamson & Sasithorn Prasert  
0412 060 655

[Short Term Accommodation](#)



## Jewell Builders

Colin Jewell  
0418 482 630  
(02) 4821 1459

[Green Smart Professional Licensed Builder](#)

## R&B Abrasive Blasting

Rob & Bronwyn Temple  
0428 214 653

[Surface Preparation Specialists](#)

\*\*\*\*

# THE GREAT SOUTHERN MOTORCYCLE ONLY SWAP MEET



4770 Braidwood Rd,  
Tirrannville NSW  
2580

Covid Safe, QR sign  
in entry

**Sunday 6 March 2022**

Start times and pricing to be decided



**Hosted by Classic  
Riders' Club of  
Goulburn**



**Strictly Motorcycles and  
Motorcycle related items –  
NO TRASH OR TREASURE**

# SAVE THE DATE

The Editor invites club members to contribute to our Magazine.  
Please send articles/information of interest to Dale via her email address  
[doey8@bigpond.com](mailto:doey8@bigpond.com)  
and include **Magazine Article** in the subject line.

## Events and Outings

### Projects

New purchases and the story of a new motorcycle  
arrival

Rebuilds and Restoration – step by step progress

### Photographs

Details also welcome for our Business Register to which all members can refer.  
We have an immense collection of skills and talent within our club - please  
share your business name and your preferred contact with Dale and we can  
include this in our next and each future issue.

